EIGHTH REPORT

STANDING COMMITTEE ON RAILWAYS (1994-95)

(TENTH LOK SABHA)

MINISTRY OF RAILWAYS (RAILWAY BOARD)

(DOUBLING OF RAILWAY LINES AND METRO RAILWAY PROJECT IN CALCUTTA)

(Action Taken by Government on the Recommendations/Observations contained in the Second Report of Standing Committee on Railways)

0 - DEC 1994

Presented to Lok Sabha on .....

Laid in Rajya Sabha on 7 DEC 1994

LOK SABHA SECRETARIAT
NEW DELHI

August, 1994/Bhadra, 1916 (Saka)

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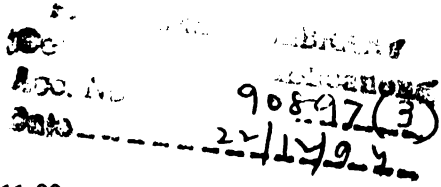

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STANDING COMMITTEE ON RAILWAYS
(1994-95)

CHAIRMAN

Shri Somnath Chatterjee

MEMBERS

Lok Sabha

2. Shri Harilal Nanji Patel
3. Shri A.R. Antulay
4. Shri G. Madegowda
5. Smt. Santosh Chowdhary
6. Kumari Frida Topno
7. Shri Dileep Singh Bhuria
8. Dr. Kartikeswar Patra
9. Shri Ashok Gehlot
10. Shri Manku Ram Sodhi
11. Shri Allola Indrakaran Reddy
12. Shri B.K. Gudadinni
13. Shri Anand Ahirwar
14. Shri D.B. Shingda
15. Shri Tejsingh Rao Bhonsle
16. Shri Ram Naik
17. Smt. Sheela Gautam
18. Shri Phool Chand Verma
19. Shri Mangal Ram Premi
20. Shri Shrish Chandra Dikshit
21. Shri Raj Narain
22. Shri Ramchandra Veerappa
23. Shri Brishin Patel
24. Smt. Girija Devi
25. Shri Basudeb Acharia
26. Shri S. Sivaraman
27. Shri Ramashray Prasad Singh
28. Shri S.S.R. Rajendra Kumar
29. Shri Moreshwar Save
30. Shri P.C. Thomas

Rajya Sabha

31. Shri S.S. Ahluwalia
32. Shri V. Rajan Chellappa
33. Shri V. Gopalsamy
34. Shri Rahasbihari Barik
35. Shri Mohinder Singh Kalyan
36. Smt. Sarala Maheshwari
37. Shri Radhakishan Malaviya
38. Shri Sarada Mohanty

39. Shri Satish Pradhan
40. Shri O. Rajagopal
41. Shri Kailash Narain Sarang
42. Shri Janardan Yadav
43. Shri Ahmed Mohmedbhai Patel

SECRETARIAT

1. Shri S.C. Gupta — *Joint Secretary*
2. Shri T.R. Sharma — *Deputy Secretary*
3. Shri R.C. Gupta — *Under Secretary*

INTRODUCTION

I, the Chairman of the Standing Committee on Railways (1994-95) having been authorised by the Committee to submit Report on their behalf, present this 8th Report on Action Taken by Government on the recommendations/observations contained in the Second Report of the Standing Committee on Railways (1993-94) (Tenth Lok Sabha) on (i) Doubling of Railway Lines and (ii) Metro Railway Project in Calcutta.

2. The Second Report was presented to Lok Sabha on 29 July, 1993. The Government furnished their replies indicating Action Taken on the recommendations/observations contained in that Report. The replies were examined. The Committee also took oral evidence of the representatives of the Ministry of Railways on 9 June, 1994.

3. The Committee wish to express their thanks to the Officers of the Ministry of Railways for furnishing the material and information which they desired in connection with the examination of action taken replies and sharing with the Committee their views concerning the matters which came up for discussion during evidence.

4. The Committee adopted the Report at their sitting held on 26 August, 1994.

5. An analysis of the Action Taken by the Government on recommendations/observations contained in the Second Report (Tenth Lok Sabha) of the Committee is given in Appendix-II.

NEW DELHI;
26 August, 1994
4 Bhadra, 1916 (Saka)

SOMNATH CHATTERJEE,
Chairman,
Standing Committee on Railways

CHAPTER I

REPORT

1.1. This Report of the Standing Committee on Railways (1994-95) deals with action taken by Government on recommendations/observations contained in the Second Report on (i) Doubling of Railway Lines and (ii) Metro Railway Project in Calcutta. The Report was presented to Lok Sabha on 29 July, 1993.

1.2. Action Taken Notes have been received from Government in respect of all the 8 recommendations/observations contained in the Report which have been categorised as follows:—

(i) Recommendations/Observations which have been accepted by the Government—para Nos. 1.16, 1.17, 2.8 & 2.9.

(ii) Recommendations/Observations which the Committee do not desire to pursue in view of Government's replies—para No. 1.14.

(iii) Recommendations/Observations in respect of which Govt.'s replies have not been accepted by the Committee and which required reiteration—para Nos. 1.12, 1.13 and 1.15.

(iv) Recommendations/Observations in respect of which final replies of Government are still awaited—Nil.

The Committee will now deal with action taken by Government on some of their recommendations/observations.

Doubling of Railway Lines

Recommendations (Para Nos. 1.12, 1.13 and 1.15)

1.3. During evidence the Committee were informed that doubling of railway lines was necessary for augmenting traffic capacity of the existing railway network as well as efficient running of their system. It was also informed that the doubling of railway lines was the in-house affair of the Ministry. They considered it so important that instead of doing any long term exercise they undertook it as annual exercise for its planning. The Committee, however, observed that doubling of railway lines was being given low priority *vis-a-vis* other programme of Railways like gauge conversion. The Committee further observed that no perspective plan was

prepared for doubling of railway lines nor any specific fund was provided for the same in a plan period. Besides, the railway projects recommended for doubling by the Zonal Railways were not included in the annual Budget.

1.4. The Committee were unhappy to note that some of doubling projects which were included in the priority list had been left out for want of requisite funds and some projects were given up due to gauge conversion. They desired that the completion of these projects should get due priority as was originally envisaged. The Committee could not appreciate how the gauge conversion would serve the purpose of doubling of the railway lines. They desired the Ministry of Railways to prepare a well thought out perspective plan for doubling of Railway lines and once a project for doubling had been approved, it must be completed on schedule.

1.5. In their Action Taken reply, the Ministry of Railways have stated that doubling of railway lines is not the only means of increasing Railway's transport capacity. Improved rolling stock, improved signalling and innovative operating strategies like running of block trains etc. have also enabled the Railways to add substantially to their transport capacity. Transport capacity augmentation planning is a continuous on-going exercise in the Railways. Doubling is also a part of this planning exercise. In the process of preparing the 5 year plans, Railways extensively inter-act with the User Ministries and the 5 year plan is prepared accordingly indicating the different measures planned to be taken including doubling—for transport capacity augmentation. The main constraint in including Zonal Railway's recommendations in the annual budget is the non-availability of adequate funds. Railways have been facing a severe resource crunch because of the sharp decline in Budgetary Support.

1.6. The Ministry further stated that the Railways have to function in a dynamic situation necessitating a periodical review of on-going projects. Gauge conversion open up alternative routes and thus serve to augment the transport capacity. The Uni-gauge having been given a thrust, alternative routes are opening up requiring a review of the on-going doubling projects. It is in this context that some of the doublifig projects have been given up. Whenever traffic on single line sections pick up further, other capacity augmentation measures including doubling can still be considered in future. Regarding funds, as already submitted, budgetary support to the Railway plans has been steeply coming down over the successive plans. This has created a situation of scarcity of resources necessitating review of various on-going plan works. In the Annual budget only those sections appear on which physical work is approved for being taken up. The remaining sections on the routes are progressively taken up according to the availability of funds and the relative priority of the different works for meeting the anticipated transport demand.

1.7. The Committee are surprised at the casual reply of the Ministry that the doubling of railway lines is not the only means of increasing Railway's transport capacity. During evidence it was conceded that the doubling of railway lines was considered necessary by the Ministry for augmenting traffic capacity of the existing railway network as well as efficient and unhindered running of their system. The Committee express their concern over the low priority given to the doubling of railway lines.

1.8. The Committee are unhappy to note that the Ministry of Railways did not indicate any action initiated or to be initiated by the Railways for making doubling of railway lines a priority item in their investment planning. The Committee also could not appreciate how the gauge conversion would serve the purpose of doubling of railway lines. The Committee desire the Ministry of Railways to prepare a well thought perspective plan for doubling of railway lines and once a project for doubling is decided, it should be completed on schedule.

CHAPTER II

RECOMMENDATIONS/OBSERVATIONS WHICH HAVE BEEN ACCEPTED BY THE GOVERNMENT

Recommendation (Para No. 1.16)

From the statement of works projects the Committee find that cost of many of the doubling projects have increased substantially due to delay in completion of these projects. Had the projects been completed in time and as per schedule, much of the expenditure could be saved.

Reply of the Government

The comments of the Committee are noted. Efforts are being made to restrict the shelf of projects in such a way that doubling projects would normally be completed in a period of three years except where they involve construction of major bridges etc.

[M/O Rlys. (Rly. Board) O.M. No. 93-B-342 dated 23.12.93]

Recommendation (Para No. 1.17)

The Committee are of the view that the completion of the approved schemes should be expedited and completed within the current plan and time bound programme should be fixed therefor. The Ministry should formulate a procedure for monitoring of the works at the appropriate level. Necessary funds should be provided for the completion of the approved schemes as well as for taking up new projects.

Reply of the Government

The instructions of the Committee have been noted. Efforts are being made to complete all the sanctioned projects within the current plan. A time bound programme has been made out for completion of these projects. Adequate and regular monitoring is being done at the Ministry level. Necessary funds will be provided to suit this programme of completion.

[M/O Rlys. (Rly. Board) O.M. No. 93-B-342 dated 23.12.93]

Recommendation (Para No. 2.8)

The Committee note that the Ministry of Railways have failed to complete the Metro Railway Project in Calcutta for almost two decades. The reasons include failure on the part of Ministry to coordinate with the Planning Commission in securing adequate funds, their inability to persuade the State Government to make available land required for implementing the project, non-finalising of traffic diversion in busy arterial road of Calcutta, non-updating of the underground utilities map and failure to sort out labour problems in time. The Committee also note that the delay in completion of the projects resulted in disproportionate cost

overruns. The representative of the Ministry stated during evidence that if the requisite funds are made available in time they would be able to complete the projects by 1995.

Reply of the Government

The delay in the execution of the project of Metro Railway, Calcutta cannot be attributed to the Railways as the factors responsible for the same were beyond the control of the Railways. Railway Ministry has always been projecting the requirement of funds to the Planning Commission and also pursuing it at Ministers' level. The case of land acquisition for Metro Railway was also persued at all levels including at the level of Chief Minister, West Bengal by the Minister of Railways on several occasions. Similarly delays caused due to Local Authorities' inability for prompt diversion of traffic in busy arterial roads and non-updating demarcation of underground utilities, inspite of coordination at the highest level, cannot be attributed to the Railways. The labour problem also was subject matter of local conditions wherein every effort was made by the Railways to sort out the same. The Project lacked proper assignment of priority both by Planning Commission and by the State Government. This will be clear from the following facts:—

> A sum of Rs. 35.1 crores only was made available for this project against the original project cost of Rs. 140 crores in the initial six years; *i.e.* upto 1977-78, the year of original completion target. Thereafter, the allotment of funds has also not been adequate as would be cleared from the Annexure. Further, the State Government is yet to hand over six plots of land, which are under orders of injunction by the Calcutta High Court.

The above factors have resulted into time and cost overrun. This matter was also discussed in the meeting of Standing Committee and it will be heartening to know that the Planning Commission had increased the allocation in the year 1993-94 from Rs. 125 crores to Rs. 150 crores and allotted Rs. 200 crores from 1994-95. With these allotments, it is possible to complete the work by the end of 1995.

[Ministry of Railways (Railway Board) O.M. No. 93-B-342 dated 31.5.1994]

Recommendation (Para No. 2.9)

The Committee desire that the Ministry should take all possible steps to coordinate with the Planning Commission, State Government and other concerned agencies involved in securing the required funds, making available necessary land, if any, and other infrastructure required for the timely completion of the project, so that all the works are completed by 1995, for which all expeditious steps should be taken on priority basis.

Reply of the Government

Allocation for the project for the current year 1993-94 is Rs. 125 crores. As this allocation was not sufficient to satisfactorily progress the works, Planning Commission was approached for allocating more funds during the current year for expediting the progress of the project. However, efforts will continue for an increased allocation for the Project in the coming years.

Constant liaison is being maintained by the Project Authorities with the State Govt. of West Bengal for getting the remaining parcels of land and other infrastructure required for the completion of the project. As a result of these efforts three vital plots of land, have been made available by the State Government.

Shyambazar-Belgachia (1.62 km.) upline has already been completed and trial runs thereon has also been done successfully. Construction of down tunnel is in progress, where all shops have now been shifted. The last shop was shifted on 31.10.1993.

[Ministry of Railways (Railway Board) O.M. No. 93-B-342 dated 23.12.93]

CHAPTER III

RECOMMENDATIONS/OBSERVATIONS WHICH THE COMMITTEE DO NOT DESIRE TO PURSUE IN VIEW OF GOVERNMENT'S REPLIES

Recommendation (Para No. 1.14)

In the opinion of the Committee doubling of railway lines is very important for quick and unhindered movement of Railway traffic and for its efficient functioning and adequate priority should be given to doubling projects.

Reply of the Government

Doubling of railway lines is very important method of increasing transport capacity for quick and unhindered movement on heavily utilised sections. This is the reason for Indian Railways having already doubled their heavy density corridors. Doubling works having an estimated cost of approximately Rs. 1538 crores form a part of the Railways Annual Budget 1993-94.

[Ministry of Railways (Railway Board) O.M. No. 93-B-342 dated 23.12.93]

CHAPTER IV

RECOMMENDATIONS/OBSERVATIONS IN RESPECT OF WHICH GOVERNMENTS REPLIES HAVE NOT BEEN ACCEPTED BY THE COMMITTEE AND WHICH REQUIRED REITERATION

Recommendation (Para No. 1.12)

The Committee note that doubling of railway lines is being given low priority *vis-a-vis* other programme of Railways like gauge conversion. They also note that only 23% of the rail track has double/multiple lines and during the last 9 years from 1985-86 to 1993-94 only 1750 kms. of railway lines will be doubled *i.e.* approximately 6% of the total track. The Committee were informed during evidence that doubling of railway lines is necessary for augmenting traffic capacity of the existing railway network as well as efficient running of their system.

Reply of the Government

Doubling of railway lines is not the only means of increasing Railway's transport capacity. Improved rolling stock, improved signalling and innovative operating strategies like running of block trains etc. have also enabled the Railways to add substantially to their transport capacity. [Ministry of Railways (Railway Board) O.M. No. 93-B-342 dated 23.12.93]

Comments of the Committee

(Pl. *see* paragraph 1.7 of Chapter I of the Report)

Recommendation (Para No. 1.13)

The Committee were informed that the doubling of railway lines is their in-house affair and it is important for their existence and efficient running of the system. They consider it so important that instead of doing any long term exercise they undertake it as an annual exercise for the purpose. The Committee regret to observe that doubling of railway lines is given very low priority by the Railway Ministry in their works programme. No perspective plan is prepared for doubling of railway lines nor any specific fund is provided for in a plan period. Besides, most of the railway projects recommended for doubling by the Zonal Railways are not included in the annual Budget as will be evident from the annual Budget of 1993-94.

Reply of the Government

Transport capacity augmentation planning is a continuous on-going exercise in the Railways. Doubling is also a part of this planning exercise. In the process of preparing the 5 year plans, Railways extensively interact with the User Ministries and the 5 year plan is prepared accordingly

indicating the different measures planned to be taken—including doubling— for transport capacity augmentation. The main constraint in including Zonal Railway's recommendations in the annual budget is the non-availability of adequate funds. Railways have been facing severe resource crunch because of the sharp decline in Budgetary Support. This has come down from the level of almost 75% of the Railway Plan in the Fifth Five Year Plan to less then 20% in the VIII Five Year Plan.

[Ministry of Railways (Railway Board) O.M. No. 93-B-342 dated 23.12.93]

Comments of the Committee

(Pl. *see* paragraph 1.7 of Chapter I of the Report)

Recommendation (Para No. 1.15)

The Committee are unhappy to note that some of doubling projects which were included in the priority list have now been left out for want of requisite funds and also some projects have been given up due to gauge conversion. They would appreciate if the completion of these projects could get due priority as was originally envisaged. The Committee cannot appreciate how the gauge conversion will serve the purpose of doubling of the railway lines. They desire the Ministry of Railways to prepare a well thoughtout perspective plan for doubling of railway lines and once a track for doubling is decided it should be completed on schedule.

Reply of the Government

The Railways have to function in a dynamic situation necessitating a periodical review of on-going projects. Gauge conversions open up alternative routes and thus serve to augment the transport capacity. The Uni-gauge having been given a thrust, alternative routes are opening up requiring a view of the on-going doubling projects. It is in this context that some of the doubling projects have been given up. Whenever traffic on single line sections pick up further, other capacity augmentation measures including doublings can still be considered in future.

Regarding funds, as already submitted, budgetary support to the Railway plans has been steeply coming down over the successive plans. This has created a situation of scarcity of resources necessitating review of various on-going plan works. Doubling of railway lines is planned as one of the measures of transport capacity augmentation. At present railways are in the process of doubling a number of important routes. In the Annual Budget only those sections appear on which physical work is approved for being taken up.

The remaining sections on the routes are progressively taken up according to the availability of funds and the relative priority of the different works for meeting the anticipated transport demand.

[Ministry of Railways (Railway Board) O.M. No. 93-B-342 dated 23.12.93]

Comments of the Committee

(Pl. *see* paragraph 1.8 of Chapter I of the Report)

CHAPTER V

RECOMMENDATIONS/OBSERVATIONS IN RESPECT OF WHICH FINAL REPLIES OF GOVERNMENT ARE STILL AWAITED

— NIL —

NEW DELHI;
26 August, 1994

4 Bhadra, 1916 (Saka)

SOMNATH CHATTERJEE,
Chairman,
Standing Committee on Railways.

ANNEXURE

METRO CALCUTTA

(Pl. refer to para 2.8 page 5)

Year-wise Allocation of Funds for the Project

Year	Amount (Fig. in crores of Rs.)
1972-73	1.68
1973-74	3.71
1974-75	6.02
1975-76	5.89
1976-77	8.78
1977-78	9.02
1978-79	14.05
1979-80	19.24
1980-81	27.25
1981-82	31.53
1982-83	43.94
1983-84	64.04
1984-85	70.44
1985-86	81.04
1986-87	78.41
1987-88	89.08
1988-89	82.10
1989-90	82.33
1990-91	100.50
1991-92	120.00
1992-93	131.47
1993-94	150.00
1994-95 (Proposed)	200.00
	Total: 1423.82

APPENDIX I

Minutes of the first, second, third and fifth sittings of the Standing Committee on Railways (1994-95) held on 12 May, 1 June, 9 June and 26 August, 1994

MINUTES OF THE FIRST SITTING OF THE STANDING COMMITTEE ON RAILWAYS (1994-95)

The Committee sat on Thursday, 12 May, 1994 from 15.00 hrs. to 16.25 hrs.

PRESENT

Shri Somnath Chatterjee — *Chairman*

2. Shri Harilal Nanji Patel
3. Shri A.R. Antulay
4. Smt. Santosh Chowdhary
5. Kumari Frida Topno
6. Shri Dileep Singh Bhuria
7. Shri Ashok Gehlot
8. Shri Manku Ram Sodhi
9. Shri Tejsingh Rao Bhonsle
10. Smt. Sheela Gautam
11. Shri Shrish Chandra Dikshit
12. Smt. Girija Devi
13. Shri Basudeb Acharia
14. Shri S. Sivaraman
15. Shri Ramashray Prasad Singh
16. Shri P.C. Thomas
17. Shri Mohinder Singh Kalyan
18. Smt. Sarala Maheshwari
19. Shri Radhakishan Malaviya
20. Shri Sarada Mohanty
21. Shri Satish Pradhan
22. Shri O. Rajagopal
23. Shri Janardan Yadav

SECRETARIAT

Shri R.K. Chatterjee —*Deputy Secretary*

Shri T.D. Dhingra —*Deputy Secretary*

2. * * * * *

3. Thereafter the Committee discussed the future programme of work. The Committee decided to consider action taken notes received from Ministry of Railways on the Reports of Committee at their next sitting to be held on 1 June, 1994.

4. * * * * *

5. The Committee emphasised the need for early and positive action from Ministry on the observations/recommendations contained in the Reports of the Committee.

The Committee then adjourned.

***** Relates to other matters.

MINUTES OF THE SECOND SITTING OF THE STANDING COMMITTEE ON RAILWAYS (1994-95)

The Committee sat on Wednesday, 1 June, 1994 from 1600 hours to 1645 hours.

PRESENT

Shri Somnath Chatterjee —*Chairman*

2. Shri Harilal Nanji Patel
3. Shri A.R. Antulay
4. Shri G. Madegowda
5. Shri Dileep Singh Bhuria
6. Dr. Kartikeswar Patra
7. Shri Manku Ram Sodhi
8. Shri Allola Indrakaran Reddy
9. Shri B.K. Gudadinni
10. Shri Anand Ahirwar
11. Shri Tejsingh Rao Bhonsle
12. Shrimati Sheela Gautam
13. Shri Shrish Chandra Dikshit
14. Shri Raj Narain
15. Smt. Girija Devi
16. Shri Basudeb Acharia
17. Shri Ramashray Prasad Singh
18. Shri P.C. Thomas
19. Shri Rahasbihari Barik
20. Smt. Sarala Maheshwari
21. Shri Radhakishan Malaviya
22. Shri Sarada Mohanty
23. Shri Satish Pradhan
24. Shri O. Rajagopal
25. Shri Kailash Narain Sarang
26. Shri Janardan Yadav

SECRETARIAT

Shri R. K. Chatterjee — *Deputy Secretary*

The Committee considered Memoranda No. [***] 3 on Action Taken Notes received from the Ministry on Railways on recommendations/ observations contained in [***] Second Report on 'Doubling of Railway Lines' and Metro Railway Project in Calcutta.

2. While considering action taken notes, the Committee observed that the replies have been drafted in a casual manner and they are far from satisfactory. The Committee also took serious note of the undue delay on the part of the Ministry of Railways in furnishing the replies. Not being convinced with replies of the Ministry in respect of certain recommendations, the Committee decided to take oral evidence of the representatives of the Ministry, on 9 June, 1994 at 11.00 Hours. [**]

3. [***]The Committee also requested the Chairman to take up the matter with the Hon. Speaker, regarding the casual manner in which reports of the Standing Committee are being dealt with by the Ministry of Railways.

The Committee then adjourned.

***Relates to other matters.

MINUTES OF THE THIRD SITTING OF THE STANDING COMMITTEE ON RAILWAYS (1994-95)

The Committee sat on Thursday 9 June, 1994 from 1100 hours to 1345 hours.

PRESENT

Shri Somnath Chatterjee—*Chairman*

MEMBERS

Lok Sabha

2. Shri Harilal Nanji Patel
3. Shri A.R. Antulay
4. Shri G. Madegowda
5. Smt. Santosh Chowdhary
6. Km. Frida Topno
7. Shri Dileep Singh Bhuria
8. Shri Ashok Gehlot
9. Shri Manku Ram Sodhi
10. Shri Allola Indrakaran Reddy
11. Smt. Sheela Gautam
12. Shri Mangal Ram Premi
13. Shri Shrish Chandra Dikshit
14. Shri Raj Narain
15. Shri Brishin Patel
16. Smt. Girija Devi
17. Shri Basudeb Acharia
18. Shri Ramashray Prasad Singh

Rajya Sabha

19. Shri S.S. Ahluwalia
20. Shri Mohinder Singh Kalyan
21. Smt. Sarala Maheshwari
22. Shri Radhakishan Malaviya
23. Shri Sarada Mohanty
24. Shri Satish Pradhan

25. Shri Kailash Narain Sarang

SECRETARIAT

Shri R.K. Chatterjee—*Deputy Secretary*

2. At the outset, the Chairman welcomed the representatives of the Ministry of Railways (Railway Board) and invited their attention to the provisions of Direction 58 of the Directions by the Speaker. The Committee took a serious view of delay on the part of the Ministry in submitting the replies in respect of action taken on the recommendations contained in the Committee's *Second Report on "Doubling of Railway Lines and Metro Railway Project in Calcutta". The Chairman, Railway Board apologised for the delay and assured the Committee that the replies in future will be submitted in time.

3. The Committee observed that most of the replies of the Ministry were evasive and vague.

4. * * * * *

5. * * * * *

6. The Committee expressed the view that a Standing Action Committee competent to deal with lapses at all levels be constituted in the Railway Board.

7. * * * * *

8. The Committee did not appreciate the comments of the Ministry of Railways on their recommendations relating to 'Doubling of Railway Lines'.

9. After discussing various points on the subject, the Chairman asked the representatives of the Ministry to submit further information, if any, by 21 June, 1994 for consideration of the Committee.

The Committee then adjourned.

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* Relates to other matters.

MINUTES OF THE FIFTH SITTING OF THE STANDING COMMITTEE ON RAILWAYS (1994-95)

Fifth sitting of Standing Committee on Railways (1994-95) was held on Friday, the 26th August, 1994 from 1600 hrs. to 1640 hrs. in Committee Room No. 'E' Parliament House Annexe, New Delhi. The following were present:—

Shri Somnath Chatterjee—*Chairman*

Lok Sabha

2. Shri Harilal Nanji Patel
3. Smt. Santosh Chowdhary
4. Kumari Frida Topno
5. Shri Ashok Gehlot
6. Shri Manku Ram Sodhi
7. Smt. Sheela Gautam
8. Shri Shrish Chandra Dikshit
9. Smt. Girija Devi
10. Shri Basudeb Acharia

Rajya Sabha

11. Smt. Sarla Maheshwari
12. Shri Radhakishan Malaviya
13. Shri Sarada Mohanty
14. Shri Satish Pradhan
15. Shri Janardan Yadav
16. Shri Ahmed Mohmedbhai Patel

SECRETARIAT

Shri S.C. Gupta——*Joint Secretary*

Shri T.R. Sharma—*Deputy Secretary*

Shri R.C. Gupta—*Under Secretary*

The Committee considered and adopted the following draft reports without any amendment/modification:

(i) * * *

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* Relates to other matters.

(ii) Draft Eighth Report on Action Taken by Government on the observations/recommendations contained in the Second Report (1993-94) of the Committee on (a) Doubling of Railway Lines and (b) Metro Railway Project in Calcutta.

The Committee authorised the Chairman to finalise the Report after carrying out all necessary corrections on the basis of factual verification from the Ministry or otherwise and to present the same to Parliament on the Second of the Winter Session, alongwith.

The Committee then adjourned.

APPENDIX II

Analysis of action taken by Government on recommendations/observations contained in second Report of the Standing Committee on Railways (1993-94) (Tenth Lok Sabha) on Doubling of Railway Lines and Metro Railway Project in Calcutta.

Total number of recommendations/Observations		8
(i)	Recommendations/observations have been accepted by the Government. (*Vide* recommendations/observations para No. 1.16, 1.17, and 2.8 & 2.9). Percentage of Total	4 50%
(ii)	Recommendation/observation which the Committee do not desire to pursue in view of Government's replies— (*Vide* para No. 14 recommendation/observation para No. 1.14 percentage of Total Percentage of Total	1 12.5%
(iii)	Recommendations/observations in respect of which Government's replies have not been accepted by the Committee and which required reiteration—para Nos. 1.12, 1.13, and 1.15. (*Vide* recommendations/observations para No. 1.12, 1.13 & 1.15 Percentage of Total	3 37.5%
(iv)	Recommendations/observations in respect of which final replies of Government are still awaited.	NIL